

PLAN FOR THE TEN MILE CORRIDOR

The Ten Mile Corridor is one of the most visible roadways in Lyon Township. It stretches from the Township's eastern border with the City of Novi to its western border with the City of South Lyon. It is one of three paved east-west arterials running through the Township and is one the most heavily traveled roads in Lyon Township. Despite the large amount of traffic, the Ten Mile Road Corridor is an example of the rural character of the Township with open vistas, large tree stands, hedgerows, wetlands and historic buildings such as farm houses, barns and silos. The natural features and rural character found in the Ten Mile Corridor are most valuable and irreplaceable assets in Lyon Township.

The Ten Mile Corridor is also one of the most susceptible areas in the Township to development pressure, especially development of single-family homes. Due to its accessibility to regional roads, the availability of sewer and water utilities, new schools, and its proximity to Novi and South Lyon, Ten Mile Road is and will continue to be impacted by development. Since 2003, over 960 new homes were approved for construction along Ten Mile Road in the Woodwind, Copperwood, Lyon Ridge, and Pinehurst developments.

Since development often disregards indigenous features of a community, which are replaced with a landscape that merely duplicates the cultured landscape found throughout the Midwestern United States, the end result may be the loss of the character of one of the most visible rural corridors in the Township. The purpose of this chapter is to present guidelines for development of the Ten Mile Corridor that respect, retain and enhance the indigenous landscape and vegetation.

Ten Mile Corridor Attributes

The Ten Mile Corridor is rural in places and at other spots takes more of a suburban character. The graphic analysis on the following page highlights the different characters of the corridor and notes the significant natural features, developments and future building.

The western most portion of the corridor is characterized by residential development of a suburban nature, providing a transition from the denser housing in the City of South Lyon. Moving east, the density of residential development quickly decreases. There are a couple of non-residential uses on the south side, a funeral home and a church. The intersection of Ten Mile and Milford Roads is characterized by large open spaces and institutional uses, a church and a fire station, with a small shopping center at the northwest corner.

East of Milford Road, residential uses with a rural character begin again, typically on larger lots with heavy tree cover. Large trees are close to the road. A large wetland area abuts the north side of Ten Mile, east of Currie Road. West of Currie Road, the character is more suburban with the Tanglewood golf community to the south.

Woodwind, a large planned development is on the north side of Ten Mile between Currie and Johns Road. A variety of residential uses, elementary school, and high school are a part of this planned development. On the south side, east of Chubb Road, two residential developments are being constructed, Lyon Ridge and Copperwood. Lyon Ridge has been the most successful at adhering to the guidelines specified later in this chapter.

The character of Ten Mile Road returns to a rural flavor between Johns Road and the western border at Napier Road. This area is mostly undeveloped although some of the acreage is farmed. The vistas and rolling topography of this portion of the corridor provide a rural entrance to the Township.

The alternating suburban/rural nature of the Ten Mile corridor provides a challenge in terms of addressing the corridor as a whole. Unifying elements can tie the corridor together.

Ten Mile Corridor Design Plan

Ten Mile Road is anticipated to develop fully in the next several years. The corridor has been partially developed and other portions have the traditional uses of the past or modern day uses which preserve the views such as golf courses. The Township wishes to preserve certain natural features, such as wetlands, woodlands, landmark trees, scenic vistas, and natural landforms, even as development occurs. These features should be incorporated into the landscape plans for new developments. However, it is recognized that developers wish to landscape the entrances and frontages of their developments to make them appealing to potential buyers. In rural areas, this should be done in ways that are complementary to the existing landscape.

However, a traditional suburban landscape is not necessarily complementary to the existing rural landscape. Well-manicured landscapes, organized plantings, trees planted at regular intervals, and rigid berm dimensions are not usually found in a rural landscape. Due to the planned right-of-way along Ten Mile Road and subdivision design requirements for fifty-foot wide landscape buffer, a substantial portion of the land along Ten Mile Road is required to be landscaped.

Through a series of Planning Commission workshops, a complementary design plan was developed for the Ten Mile Road Corridor. The design plan has three components: 1) unifying elements 2) rural design elements, and 3) suburban design elements. The unifying elements should be utilized throughout the corridor to create a cohesive appearance. The rural design elements and suburban design elements should be used in the appropriate locations to retain and enhance the existing character of each segment of the corridor.